

**City of Columbus
Division of Mobility Options
Weinland Park Community Mobility Plan
Frequently Asked Questions**

June 17, 2009



What is the purpose of the Weinland Park Community Mobility Plan (WPCMP)?

The purpose is to develop a long-range plan to improve streets for residents and businesses by increasing pedestrian safety, bicycle accessibility and creating traffic calming strategies to enhance the livability and vitality of the Weinland Park neighborhood and the 4th Street and Summit Street corridors.

What are the boundaries of the WPCMP?

The original boundaries of the WPCMP include the Weinland Park Neighborhood bounded by 5th Ave, 12th Ave, High Street and the railroad tracks east of Grant Ave and also the North Fourth Street and Summit Street corridors from I-670 to Hudson Street.

Is the WPCMP being cancelled?

No, the plan is continuing as planned for the Weinland Park Neighborhood area minus the 4th/Summit 2-way conversion study. The WPCMP will be completed by the Fall of 2009.

Why suspend the 2-way conversion study for 4th and Summit Streets?

Originally, the 4th/Summit potential 2-way conversion study was planned as part of the WPCMP scope; however, due to political and economic changes at the national level since the kickoff of the plan in September 2008, the prospect for light rail in Central Ohio is being reinvigorated. Any light rail potentially added to the north corridor area of the city will change traffic patterns in the overall traffic network and on 4th Street and Summit Street. Any travel forecasting model that traffic engineers would create for a 2-way conversion study before a light rail study detailing these impacts was completed would be unrealistic. As a result, the 2-way conversion study of 4th/Summit is being postponed until the impacts of light rail on vehicular volumes in the north corridor of Columbus are known.

What is the WPCMP proposing for 4th and Summit Streets?

The draft plan proposes re-timing the traffic signals in the corridor to provide more opportunity for pedestrians to cross these busy streets, and to help slow traffic on 4th & Summit Streets. In addition, the draft plan recommends special signal operation at the intersection of Seventh Avenue and Summit Street to further enhance pedestrian safety, and to account for the heavier pedestrian volumes associated with the school.

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When will the 2-way conversion study of 4th and Summit Streets be resumed?

While a formal light rail project has not yet been undertaken, COTA is completing in late 2010 a preliminary study of the impacts of light rail on ridership and demand for travel. The 2-way conversion study of 4th/Summit can be resumed once COTA has completed a preliminary study, and when city funding is available. Project data collected during the WPCMP effort will be updated as needed and incorporated into a final 2-way conversion study effort.

What is involved in converting roadways to two-way operation?

Converting roadways to 2-way operation involves new traffic signal installation at existing signaled intersections, new signs and markings, potential reduction of on-street parking, potential widening or parking reductions on side streets, and the likelihood of significant changes at major intersections. One significant major intersection improvement can run into the millions of dollars in cost, and new traffic signals cost up to a quarter of a million dollars per intersection, not including costs of new curbs, gutters, bikeway facilities, signs and markings and wheelchair ramps. Additional elements may be added to facilitate safe pedestrian crossings, such as bump outs, textured crosswalks and traffic islands, and costs for which vary from \$30,000 to over \$100,000. The Fourth and Summit Street corridor is nearly 3 miles long from Hudson Street to Warren Street, with 23 traffic signalized intersections.

To get to the point of actually converting the two roadways to 2-way traffic takes several steps:

First, the City conducts a traffic study, which will model the impacts on traffic flow into the future. The traffic model will incorporate a potential light rail project, and will provide comparisons of various alternate roadway scenarios, and their impacts on vehicular, pedestrian and bicycle traffic. The traffic study will provide a macro-level indication of the feasibility of converting the two roadways to 2-way traffic. The City maintains standards for roadway capacity and maximum wait time at traffic signals to manage congestion, preserve pedestrian and bicycle safety, and minimize environmental impacts from auto emissions. This step involves public input. As these roadways are also US routes, the City must coordinate with the Ohio Department of Transportation the study and any recommended changes to the roadways.

After completing the traffic study, if the analysis suggests 2-way conversion is possible, then alternates that indicate successful conversion of the roadways to 2-way traffic are then preliminary engineered to provide a comparison of engineering challenges and costs between the alternates. This step also involves public input, and will normally be done by the traffic study consultant.

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City engineers then report to the City leadership their findings and recommendations, along with results of public input. Should a recommendation for 2-way conversion be accepted by the City leadership, the next step will be for the design and construction of the roadway conversion by prioritized against other City capital improvements at the next update of the City's 5-year Capital Improvements Plan (CIP). Once funds are available, then design is undertaken and ultimately, construction occurs. The current 5-year CIP does not include costs for a 2-way conversion project.

Is there funding to build WPCMP recommended features?

There is currently no funding for design or construction of features recommended in the plan. The next step will be for the city to prioritize the plan recommendations against other transportation priorities at the next capital budget cycle. As the City resurfaces roadways or plans other projects within the neighborhood in the future, those projects may include elements of the recommended features within those projects as budgets allow. Minor plan recommendations involving only minor work including signals, striping and signage may be installed by City staff as budgets and time allows.